

3.9 Relocation

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3.9.1 Studies and Coordination

This section is based on the findings of the *SR 509/South Access Road EIS Discipline Report: Relocation* (CH2M HILL August 2000), *SR 509/South Access Road EIS: South Airport Link* (August 2001), and *SR 509/South Access Road EIS: I-5 Improvements Report* (CH2M HILL October 2001).

Displacements were determined from aerial photos with alignment overlays, and a range of relocation figures were calculated to show the minimum and maximum number of possible displacements. Impact estimates were confirmed with WSDOT staff through field-checks in the project area.

Single-family house values and sizes were obtained from records at the King County Department of Assessments. Information on project area demographics and economic issues was obtained from 2000 and 1990 U.S. Census data. Information on business characteristics and economic activity in the project area was obtained from published documents of affected jurisdictions and through consultation with city personnel. Additional contact was made with commercial property owners, as well as business owners, to confirm fundamental information about each individual business potentially impacted by the build alternatives.

The project area includes portions of five jurisdictions: the Cities of SeaTac, Des Moines, Kent, and Federal Way and King County. Staff in these jurisdictions were contacted to determine areas of planned or approved new development that could act as replacement housing.

3.9.2 Affected Environment

In general, the project area is characterized by somewhat lower minority and ethnic populations than the King County average, substantially lower housing prices than the county overall, and a lower-than-average median household income as shown in Table 3.9-1. Affected neighborhoods are described in Section 3.10, *Social*. Because displacements would only occur in the Cities of SeaTac, Des Moines, and Kent, demographic information for Federal Way has not been included. Demographic information for King County is included for reference.

The project area supports a wide variety of businesses. Businesses in the area around Sea-Tac Airport are generally related to airport operations and/or tourism. The businesses include airline and air freight companies, hotels and motels, rental car facilities, and similar services. Commercial development around SR 99 (Pacific Highway South) through the central and southern

| Table 3.9-1 Characteristics of King County and the Cities of Des Moines, SeaTac, and Kent | | | | | | | | | | | | |
|--|------------|------------|-------------------------------------|---------------------------------------|----------------------------------|--------------|--------------|--|--------------|---|------------------------------|--|
| 2000 Housing Characteristics | | | | | 2000 Demographic Characteristics | | | | | | | |
| Jurisdiction | Population | Households | Owner/ Renter Occupied (%) | Median House Value ^a | Mean Rent ^a | White (%) | Black (%) | American Indian, Alaska Native (%) | Asian (%) | Pacific Islander/ Native Hawaiian (%) | Other or Multirace (%) | Hispanic (%) Median Househol d Income ^a |
| King County | 1,737,034 | 710,916 | 60/40 | \$139,000 | \$510/month | 75.7 | 5.4 | 0.9 | 10.8 | 0.5 | 6.7 | 5.5 |
| City of Des Moines | 29,267 | 11,337 | 61/39 | \$109,100 | \$453/month | 74.2 | 7.2 | 1.0 | 8.3 | 1.3 | 8.1 | 6.6 |
| City of SeaTac | 25,496 | 9,708 | 54/46 | \$93,700 | \$487/month | 62.9 | 9.2 | 1.5 | 11.1 | 2.7 | 12.8 | 13.0 |
| City of Kent | 79,524 | 31,113 | 49/51 | \$107,100 | \$458/month | 70.8 | 8.2 | 1.0 | 9.4 | 0.8 | 9.8 | 8.1 |

Source: 2000 and 1990 U.S. Census

^a Data from the 1990 Census.

^b Hispanic origin includes any race.

portions of the project area is widely varied, with shops, restaurants, and service businesses catering to neighborhood residents and the surrounding communities. Industrial development is limited to scattered light-industrial, small-scale manufacturing businesses and warehouses located along major arterials in the City of SeaTac.

By the project design year of 2020, the Cities of SeaTac and Des Moines are predicted to experience substantial employment growth. Major contributors to this growth include the redevelopment of the City of SeaTac Central Business District (CBD), aviation-related developments (described in Sections 3.8 and 3.10 of this Revised DEIS), business redevelopment opportunities within the Noise Remedy Program acquisition area, and the buildout of areas designated for business park use in the *Greater Des Moines Comprehensive Plan* (Des Moines 1995). Realization of these employment projections would depend to some extent on the access provided by the proposed project's roadway improvements.

3.9.3 Environmental Impacts

Table 3.9-2 summarizes the relocation impacts of each build alternative. Impacts are characterized by a range of potentially displaced single-family and multifamily residential units and businesses. Ranges occur in the displacement totals because either (1) only part of a building would be impacted, resulting in the potential to avoid displacements, or (2) there is a difference in the number of displacements for the South Airport Link design options. Through innovative roadway design, the total number of displacements may be reduced.

Alternative A (No Action)

No displacements would occur under the No Action Alternative.

Alternative B

Alternative B would result in the displacement of 106 to 114 single-family residences, 253 to 266 multifamily units in 45 to 48 buildings, and 4 mobile homes. Most of these impacts would be within the Cities of SeaTac and Des Moines. Between 19 and 24 businesses and 1 church would also be displaced.

Residential

As many as 114 single-family homes could be displaced by this alternative. The neighborhoods of Grandview and Homestead Park would see the most single-family displacements, each neighborhood with 34 to 36. Four mobile homes located on individual parcels also would be displaced in the Grandview neighborhood. Neighborhoods in the City of Des Moines would have 5 to 6 single-family displacements. The South Airport Link design

| Table 3.9-2 Displacements by Type, Alternative, and Neighborhood ^a | | | | | | | | | | |
|--|--------------------------|-----------------------------------|-------------------|-----------------------|--------------------|-----------|------------|-----------------------|--------------|-----------------------|
| Neighborhood | City of SeaTac | | | | City of Des Moines | | | | City of Kent | |
| | City Center | 8th Avenue/ Des Moines Road | Homestead Park | Madrona | Mansion Hill | Grandview | North Hill | Pacific Ridge | Midway | Total |
| <u>Alternative B</u> | Single Family | 0 | 34-36 | 6-8 | 20 | 34-36 | 2 | 3-4 | 0 | 106-114 |
| | Multifamily ^b | 0 | 0 | 138 (29)- 143 (30) | 0 | 0 | 12 (2) | 103 (14)- 111 (16) | 0 | 253 (45)- 266 (48) |
| | Mobile Home | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| | Business ^b | 0-4 (4) | 1 (1)-2 (2) | 13 (4) | 1 (1) | 0 | 1 (1) | 1 (1) | 2 (2) | 19 (10)-24 (15) |
| | Other | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| <u>Alternative C2</u> <u>Preliminary</u> <u>Preferred</u> | Single Family | 0 | 14 | 0 | 4-5 | 31-37 | 3 | 3-4 | 0 | 71-79 |
| | Multifamily | 0 | 0 | 0 | 54 (8) | 0 | 18-22 (4) | 103 (14)- 111 (16) | 0 | 175 (26)- 187 (28) |
| | Mobile Home | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| | Business | 0-4 (4) | 1 (1) | 10 (2) | 1 (1) | 0 | 1 (1) | 1 (1) | 2 (2) | 16 (8)-20 (12) |
| | Other | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| <u>Alternative C3</u> | Single Family | 0 | 15 | 19-20 | 0 | 42-43 | 5 | 3-4 | 0 | 111-114 |
| | Multifamily | 0 | 0 | 0 | 0 | 0 | 32 (6) | 103 (14)- 111 (16) | 0 | 135 (20)- 143 (22) |
| | Mobile Home | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| | Business | 0-4 (4) | 1 (1) | 5-6 (3) | 2 (2) | 0 | 1 (1) | 1 (1) | 2 (2) | 12 (10)-17 (14) |
| | Other | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |

^a Vacant parcels are not included.

^b These displacements are given in units and (buildings).

SF = single-family residences; MF = multifamily residences (units); MH = mobile homes; Bus = businesses; Other = non-profit organizations and religious institutions

options would cause no residential displacements, but the I-5 improvements would displace 3 to 4 single-family houses in the Pacific Ridge neighborhood in Des Moines. There would be no residential displacements in any other project area jurisdiction.

Alternative B would displace between 253 and 266 multifamily units in 45 to 48 buildings. Approximately 40 percent of these displacements would be caused by the I-5 improvements in the Pacific Ridge neighborhood. The Heritage Court and Silverwood Park complexes in Pacific Ridge, would each face substantial relocation impacts (111 units in 16 buildings). Most of the remaining multifamily displacements would be caused by the SR 509 mainline in the Madrona neighborhood. The Presidential Estates, Colonial Commons, and Maybill apartment complexes in Madrona would have the largest number of impacts. In North Hill, 2 buildings containing 12 units would be displaced by this alternative.

Demographic Characteristics

The neighborhoods of Homestead Park, Madrona, Grandview and Pacific Ridge would have the greatest displacement impacts. Owner and renter occupancy for the impacted Census blocks in these neighborhoods varies greatly but predictably. Apartment-heavy Census blocks in Madrona and Pacific Ridge have renter-occupied percentages of up to 100 percent. Conversely, affected Census blocks in Grandview and Homestead Park, which are predominantly single-family housing, have owner-occupation rates ranging from 70 to 90 percent. Affected census blocks in Madrona and Pacific Ridge have high minority populations (some over 50 percent) and median household incomes well below the respective Cities of SeaTac and Des Moines median household incomes. Homestead Park and Grandview have minority percentages at or below the City of SeaTac average. The median household income in Grandview is the highest of all the affected Census blocks.

Businesses

Between 19 and 24 businesses would be displaced by Alternative B. Table 3.9-3 shows the businesses and employees that would be displaced by Alternative B, as well as the other build alternatives. The South Airport Link design options would displace between 0 and 4 businesses, depending on the option selected. The I-5 improvements would displace 2 to 3 businesses.

Most of the displacements would be in the City of SeaTac; many of these displacements are either in the service industry or are warehouse uses. For warehouse businesses that use their location as a distribution point, proximity to the airport is key to their operation and is their main siting consideration. Most of the businesses displaced by this alternative would be from a grouping of three warehouses on South 200th Street near the Federal

| Table 3.9-3 Maximum Business Displacements | | | | | | | | | |
|---|---------------|--|----------------|-------------------------------|--------|---------|------------|--------------------------------------|-----------|
| Business | Alternative B | Alternative C2 (Preliminary Preferred) | Alternative C3 | Address | Retail | Service | Restaurant | Industrial/ Manufacturing/ Warehouse | Employees |
| Squeaky Clean | | | x | 21010 International Boulevard | | x | | | 1 |
| Alaska Airlines Gold Coast Center | | | x | 20833 International Boulevard | | x | | | 300 |
| Pacific Auto | | | x | 20856 International Boulevard | | x | | | 3 |
| Alamo Rent-a-Car | x | x | | 20636 International Boulevard | | | | | 20 |
| Best Western Executel | x | | | 20717 International Boulevard | | x | | | 80 |
| Nordic Construction | x | | | 2612 South 208th Street | | x | | | 20 |
| PAC Stainless, Ltd | x | | | 2407 South 200th Street | | | | x | 10 |
| Orca Pacific | x | x | | 2403 South 200th Street | | | | x | 5 |
| Fisher Bag Co. | x | x | x | 2301 South 200th Street | | | | x | 2 |
| AEI | x | x | x | 2325 South 200th Street | | x | | | 5 |
| Tricor America | x | x | x | 2355 South 200th Street | | x | | | 42 |
| Snow-tek USA | x | x | | 2361 South 200th Street | x | | | | 6 |
| PacBrake Company | x | x | | 2367 South 200th Street | | | | x | 4 |
| CDK International | x | x | | 2369 South 200th Street | | | | x | 4 |
| Petra Hygenic Systems | x | x | x | 2375 South 200th Street | | | | x | 4 |
| Cleaning Systems, Inc. | x | x | x | 2377 South 200th Street | x | | | | 3 |
| Marinelli Shellfish | x | x | x | 2383 South 200th Street | x | | | | 9 |
| Tech-Marine Enterprises, Inc. | x | x | x | 1122 South 194th Street | | | | | 10 |
| Foreman's Welding | x | x | x | 18451 Des Moines Way South | | x | | | 1 |
| Jim's Detail Shop | x | x | x | 18429 Des Moines Way South | | x | | | 9 |
| Poulsbo RV | x | x | x | 23051 Military Road South | x | | | | 53 |
| Gai's Northwest Bakery | x | x | x | 23009 Military Road South | x | | | | 18 |
| King's Arms Motel | x | x | x | 23226 30th Avenue South | | x | | | 5 |
| Airport Plaza Hotel | x | x | x | 18601 International Boulevard | | x | | | N/A |
| Budget "Park & Lock" Airport Parking | x | x | x | 18445 International Boulevard | | x | | | N/A |
| West Coast Gateway Hotel | x | x | x | 18415 International Boulevard | | x | | | N/A |
| Sharp's Roaster & Alehouse | x | x | x | 18427 International Boulevard | | | x | | N/A |

Detention Center. Other business displacements are scattered throughout neighborhoods in the Cities of SeaTac, Des Moines, and Kent.

None of the businesses reported that employee transfers would be feasible, mainly because their other locations were already fully staffed and would be unable to increase staffing levels. Nearly all of the businesses would choose to relocate rather than to suspend operations. Many would relocate within the City of SeaTac—primarily to remain close to Sea-Tac Airport.

Alternative B would acquire property from the Puget Sound Church of God Holiness that would require the removal of buildings immediately adjacent to the proposed right-of-way.

Alternative C2 (Preliminary Preferred)

Displacement impacts under Alternative C2 would be smaller than under Alternative B. Alternative C2 would result in the displacement of 71 to 79 single-family residences, 175 to 187 multifamily units in 26 to 28 buildings, and 4 mobile homes. The displaced single-family units would be primarily in the Mansion Hill and Grandview neighborhoods in the City of SeaTac. Most of the multifamily displacements would be in the Pacific Ridge neighborhood in Des Moines. There also would be 16 to 20 businesses and 1 church displaced under Alternative C2.

Residential

As many as 79 single-family houses could be displaced by Alternative C2. The Mansion Hill neighborhood would see the most single-family displacements. Four mobile homes located on individual parcels would be displaced in the Grandview neighborhood. Only 6 to 7 single-family displacements would occur in the City of Des Moines.

Alternative C2 would displace 175 to 187 multifamily units in 26 to 28 buildings. Substantially fewer multifamily units would be displaced in the Madrona neighborhood compared to Alternative B. Impacts on apartment complexes in this neighborhood would be much less severe under Alternative C2. There would be more multifamily units acquired in the North Hill neighborhood compared to Alternative B.

Alternative C2 would pass through an area where four mobile home parks currently exist—Tyee Valley Mobile Home Park, Des Moines Estates, Town and Country Lane, and Town and Country Villa. The Port of Seattle, according to FAA noise mitigation policy (Part 150), has committed to relocating these mobile homes as a part of their current noise mitigation plan. These relocations would occur prior to the construction of the proposed project. The Port's mitigation plan is independent of the SR 509 project and is based upon current and future noise levels and the ability to mitigate

certain types of residences from higher noise levels. WSDOT is working closely with the Port of Seattle to partner in the coordinated and timely relocation of the mobile home residents.

For both single-family and multifamily units, the I-5 improvements would have the same impact as described under Alternative B. Up to 111 multifamily units in 16 buildings in the Heritage Court and Silverwood Park complexes would be displaced in the Pacific Ridge neighborhood.

Demographic Characteristics

The Madrona and Pacific Ridge neighborhoods would have the greatest displacement impacts under Alternative C2. The displacements in Madrona would occur slightly farther south than under Alternative B; however, this section of the neighborhood still contains many of the multifamily developments that contribute to the high renter-occupancy rate. This area of Madrona has similar characteristics to those described under Alternative B. The same Census blocks in Pacific Ridge would be impacted as in Alternative B.

Businesses

Alternative C2 would displace between 16 and 20 businesses (Table 3.9-3), most of which would be in the City of SeaTac. Service businesses and industrial/manufacturing/warehouse businesses would be the most common types of business displacements. Similar to Alternative B, the warehouses on South 200th Street would represent the most concentrated area of displacements. The South Airport Link design options and I-5 improvements would cause the same number of displacements as in Alternative B.

Because many of the same businesses impacted by Alternative B would be impacted by Alternative C2, siting issues and opinions on relocation options are the same as those described above.

Alternative C2 would have the same impact on the Puget Sound Church of God Holiness as Alternative B.

Alternative C3

Alternative C3 would displace more single-family houses, but fewer multifamily houses than Alternative C2. Alternative C3 would result in the displacement of 111 to 114 single-family residences, 135 to 143 multifamily units in 20 to 22 buildings, and 4 mobile homes. Most of the single-family impacts would be within the City of SeaTac's Mansion Hill neighborhood. Multifamily impacts would only occur in the North Hill and Pacific Ridge neighborhoods in Des Moines. Twelve to 17 businesses and 1 church would also be displaced by this alternative.

Residential

The number of single-family displacements would be roughly the same as in Alternative B. However, Alternative C3 would acquire fewer homes in the Homestead Park area and more houses in the Mansion Hill neighborhood. Mansion Hill would have the greatest number of single-family displacements. The South Airport Link design options and I-5 improvements would have the same displacements as the other two build alternatives.

Alternative C3 would displace the fewest multifamily units of any of the alternatives. All multifamily displacements would be in the City of Des Moines. Thirty-two units in six buildings would be displaced along South 194th Street in the North Hill neighborhood, and 111 units in 16 buildings (Heritage Court and Silverwood Park complexes) would be displaced in the Pacific Ridge neighborhood. The Pacific Ridge displacements would result from the I-5 improvements.

Demographic Characteristics

Alternative C3 would impact nearly the same Census blocks as Alternative B. The main difference is that Alternative C3 would mostly avoid the Madrona neighborhood—areas with Census blocks with a high minority populations and a high percentage of renter-occupied housing. Instead, Alternative C3 would impact additional blocks in the Mansion Hill neighborhood. This area has a lower percentage of minority residents than the City of SeaTac average. Comprised of mainly single-family houses, it also has a much higher owner-occupied housing rate than the City of SeaTac. Overall, Alternative C3 impacts Census blocks with a lower percentage of minorities and a comparable median household income compared to City of SeaTac and City of Des Moines averages.

Businesses

Alternative C3 would displace between 12 and 17 businesses. Unlike Alternatives B and C2, business displacements under Alternative C3 generally would be well spread out among the project area neighborhoods. This alignment would only partially encroach on the largest warehouse located on South 200th Street, thereby allowing businesses to operate in the remaining portion. Most of the displacements would be service businesses. The South Airport Link design options and I-5 improvements would cause the same number of displacements as in Alternative B and C2.

Because many of the same businesses impacted by Alternative B and C2 would be impacted by this alternative, siting issues and opinions on relocation options are the same as those described above. One exception is the Alaska Airlines Gold Coast Center, which employs an estimated 300 people. Because of the large amount of office and meeting space contained in

the center, it poses a unique relocation challenge. Alaska Airlines intends to expand their facilities at this site to accommodate their west coast and regional headquarters for maintenance and operation. Similarly sized buildings close to the airport are scarce. Representatives of Alaska Airlines have indicated that the facility would relocate to a different city (outside the region) if displaced.

Alternative C3 would have the same impact on the Puget Sound Church of God Holiness as Alternatives B and C2.

3.9.4 Mitigation Measures

It is a State of Washington policy that persons displaced as a result of programs designed to benefit the public as a whole shall be provided relocation assistance in a consistent manner. Individuals, families, and businesses displaced by transportation and other public works projects may be eligible for relocation advisory services and payments provided under the Uniform Relocation Assistance and Real Property Acquisition Policy Act (49 CFR Part 24) and Washington State's Uniform Relocation Assistance and Real Property Acquisition Policy (RCW 8.26). Services offered include advisory services from a relocation specialist, payment of moving costs, and replacement housing payments, including purchase supplements, rental assistance, and down-payment assistance.

As the proposed project is built and right-of-way is acquired in phases, displaced households and businesses would become eligible for relocation assistance. Because the impacts would be staggered over time, WSDOT would be able to identify suitable replacement facilities over time as they develop. In some cases, acquisition of property would be made a couple of years before the actual relocation happens, and the State could act as landlord for many people if necessary. WSDOT is committed to working with local housing authorities to ensure that all displacees would find suitable housing.

In the same manner, comparable relocation alternatives would be found for businesses in the area. Because the types of businesses displaced are common in the project area, similar commercial space (as well as employment opportunities for any displaced jobs) exists nearby. Retail and industrial (warehouse) space would be the two types of commercial space needed for relocation purposes. Displaced businesses occupying warehouse space near the airport would be relocated with similar proximity to the airport, so that they can maintain their essential close access. The success of these businesses depends on close proximity to the airport. The most desirable locations for commercial retail space are in shopping centers, such as the Midway Crossing complex at the intersection of SR 516 and SR 99 (Pacific Highway South). Planned redevelopment in each of the four closest jurisdictions to the proposed project (Cities of SeaTac, Des Moines, Kent, and Federal Way) is also expected to increase retail space, as well as residential units.

The City of SeaTac is already heavily urbanized; therefore, there is limited potential for extensive new development. Most new residential development would happen through infill and redevelopment (Scarey pers. comm. 1998). A number of new warehouse/office developments in the project area are reported to be offering space for lease. The City of SeaTac has 160 acres of undeveloped land that could easily accommodate the types of warehouses and light industrial uses that would be displaced in that area. Large warehouse/industrial facilities located on South 192nd and South 186th Streets, similar to those on South 200th Street that would be displaced, could potentially serve as relocation sites. Additional redevelopment within the City of SeaTac, such as in their recently designated city center or near the 28th/24th Avenue South Arterial Project (some already built), could provide additional retail or airport-related commercial space. Land around 28th/24th Avenue South in particular has already been zoned for airport-related commercial uses.

The City of Des Moines has two areas of active development and redevelopment—the Pacific Ridge neighborhood and downtown Des Moines. The downtown area of the City of Des Moines is becoming highly gentrified, with many beachfront cabins being replaced with expensive condominiums. Although this type of development might be out of the price range of many of the displacees, there are opportunities for more affordable units to be developed under the current zoning, which allows mixed-use development (Loch pers. comm. 2001). The City has not yet made a formal planning effort to encourage more affordable housing units in the downtown area, instead allowing redevelopment to occur as dictated by the real estate market. Downtown Des Moines also has a concentration of general retail stores and land appropriately zoned for such uses. Available retail space is currently limited in Des Moines, however. This condition is not likely to improve as no new construction is under way and when new space is developed, tenants are identified beforehand (Varacalli pers. comm. 2000).

The Pacific Ridge neighborhood is planned to undergo substantial intensification of land uses in accordance with its recently adopted plan. New zoning in Pacific Ridge will allow the replacement of lower-scale existing buildings with new structures five to eight stories in height. Emphasized land uses will include retail, office, and multifamily residential uses. The City's economic analysis showed that in 20 years, Pacific Ridge could accommodate 8,800 people compared to 3,653 current residents. New multifamily units are anticipated to be market rate, particularly condominiums, which would improve owner-occupancy rates in the neighborhood (*Pacific Ridge Neighborhood Improvement Plan 2000* [Des Moines 2000]). In addition, a 50-acre business park planned adjacent to Pacific Ridge will provide new business and employment opportunities for area residents.

The City of Kent has no current large-scale housing developments planned; however, this year's comprehensive plan amendments include several rezones in residential areas. The City is amending their Downtown Subarea Plan, which could include an intensification of uses and the inclusion of mixed-use zones. Furthermore, the City is planning the area near the Kent Station Sound Transit commuter site. This area would be expected to develop with transit-friendly uses, including a substantial number of housing units (Osborne pers. comm. 2001).

Although the City of Federal Way has no specific large-scale planning efforts underway that would intensify land uses, there is a consistent amount of development activity within the city. Currently, 23 separate residential projects, including both single-family and multifamily units, are either pending or have preliminary approval. These developments are scattered throughout the city. Federal Way also has a number of office and retail developments either planned or under construction.

Because all of the multifamily buildings and units affected are rental apartment buildings, relocation of those affected residents would involve moving them to comparable rental units, which are abundant in the Cities of SeaTac and Des Moines project vicinity (with more currently planned). Single-family relocations mean a more difficult and costly process because this would involve relocating the families to comparable single-family homes in the project vicinity, which are less abundant and far more expensive (than rental relocations).

3.9.5 Construction Activity Impacts and Mitigation

Construction Activity Impacts

Construction activities would not result in any additional displacements for any of the build alternatives.

Mitigation Measures

No mitigation measures are proposed for construction activities.

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